information available with this Ministry indicates that the cases of theft are showing a decreasing trend.

(b) and (c) "Policing" being a State subject, prevention of crime on railways including running trains is the Constitutional responsibility of the State Governments. However, the Railways have taken the following steps to check crime.

1. Regular Coordination Meetings are held between the Railways and the Police Authorities to ensure adequate security to the passengers.
2. Anti-social elements are removed from Railway premises and the trains by Railway personnel.
3. Exchange of intelligence on crime and criminality is done between the Railways and the Police Authorities.
4. Announcements through Public Address System and CCTV are made at important Railway stations to alert the travelling public against theft etc.
5. Accommodation is provided to the Government Railway Police personnel for escorting the trains. Accommodation is also provided to the Mobile Police Stations.

Conversion of Silchar to Jiribam rail line

1510. SHRI W. ANGOU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether funds have been allotted for converting the meterguage rail line from Silchar to Jiribam/Mangour to broadguage in the year 2001-2002; if not, the reasons therefor; and

(b) by when the work is likely to start and how long it would take to complete it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) It has been decided to take up gauge conversion of Silchar-Jiribam line as a part of Lumding-Silchar gauge conversion project. An outlay of Rs. 40 cr.

has been provided for this work during 2001-2002. The work on Silchar-Jiribam section would be taken up once Lumding-Silchar is in advanced stage of completion and conversion would depend on availability of resources.

Failure of CRS at New Delhi

1511. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on 7th May, 2001 and again on 16th June, 2001, the Computerised Reservation System (CRS) at New Delhi collapsed, leading to chaos at New Delhi and other railway stations connected to the network, and the trains were badly delayed or had to leave without the passenger list being displayed;

(b) if so, the details thereof; and

(c) the steps taken to avoid recurrence of such a massive failure of the system?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir, but the trains were not delayed on account of this failure as the reservation charts were prepared by updating the skelton charts and sent to the stations well before the departure of the trains.

(b) the causes of failure are as under:—

On 7.5.2001 due to very heavy bookings due to summer rush and limited resources, the computer files had become huge in size and needed compression resulting in very slow response of the reservation activity. System was restored by shutting it down and restarted after accounting reconciliation and recovery of about 700 terminals.

On 16.6.2001 the power supply of one of the CPUs failed at 14.23 hrs. resulting in system crash. The power supply was restored and node was made available at 15.10 hrs. The reservation was resumed at 16.55 hrs. after recovery.

(c) Procedures for data compression have since been streamlined and tested.